whether any time limit has been fixed for implementation of the project; and

whether it is also feasible to integrate this corridor with dedicated freight corridor between Delhi and Mumbai?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIR. VELU): (a) Yes, Sir.'

No, Sir. Timeframe can be decided only after signing of Concession Agreement.

As per present plan, the Bharuch-Dahej line will have connectivity to the Dedicated Freight Corridor (DFC) through the nearest junction points on the DFC.

Exclusive railway zone and coach/wagon factory in Kerala

1664. SHRI ABDUL WAHAB PEEVEE: Will the Minister of RAILWAYS be pleased to state:

whether Kerala Government has submitted a memorandum to the Centre for sanctioning an exclusive railway zone and a coach and wagon factory for the State; and

if so, the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) New Zones are set up keeping in view factors like size, workload, accessibility, traffic pattern and other operating/administrative requirements etc. consistent with the needs of economy and efficiency without any regional considerations.

While presenting the Railway Budget 2008-09, a new rail coach factory has been announced for the State of Kerala to meet the requirement of passenger coaches. However, there is no proposal to set up of a wagon factory in the State at present.

Electrification of Mtngalore-Trivendrum-Kanniyakumari Railway Line

1665. PROF. P.J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

whether it is a fact that a major portion of Mangalore-Trivendrum-Kanniyakumari railway line is yet to be electrified;

if so, the details thereof,

whether Government has got any plan to electrify this railway line in full; and

if so, the details thereof and Government's adjtion plan to complete the electrification?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) **to** (d) Yes, Sir. Mangaiore-Shoranur 306 Route Kilometres (RKM) and Thiruvananthapuram-Kanniyakumari (87 RKM) of the section are un-electrified. Electrification work of Thiruvananthapuram- Kanniyakumari rail line has been sanctioned.

The option for electrification depends on its economic viability and operational necessity. Survey and feasibility study for electrification of Mangaiore-Shoranur section will be undertaken.